



City of Seattle

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Gregory J. Nickels, Mayor  
**Department of Planning and Development**  
D. M. Sugimura, Director

**CITY OF SEATTLE  
ANALYSIS AND DECISION OF THE DIRECTOR OF  
THE DEPARTMENT OF PLANNING AND DEVELOPMENT**

**Application Number:** 2409024

**Application Name:** Washington State Dept. of Transportation  
Maurice Perigo – Environmental Project Manager

**Address of Proposal:** 6737 Corson Avenue South

**SUMMARY OF PROPOSED ACTION**

Master Use Permit to demolish one vehicle repair building and two accessory structures (29,000 total square feet) to allow future expansion of the Washington State Department of Transportation's adjacent Corson Avenue highway maintenance facility. A SEPA Determination of Non-Significance was prepared by the Washington State Department of Transportation.

The following approval is required:

**SEPA** - Environmental Review to condition only.  
Chapter 25.05, Seattle Municipal Code.

**SEPA DETERMINATION:** ☐ Exempt ☐ DNS ☐ EIS

☐ DNS with conditions

\*[X] DNS involving non-exempt grading or demolition or  
involving another agency with jurisdiction

\* DNS by WSDOT November 8, 2004

## **BACKGROUND DATA**

### **Site and Vicinity Description**

The site is a split-zoned lot located in the Duwamish Industrial area south of Downtown Seattle. The site is zoned Industrial General-2 zone, with a height limit of 85 ft. (IG2/85') and Industrial Buffer, with a height limit of 65 ft (IB2U/65). Properties to the north and west of the site are also zoned IB2U/65 and IG2/85. Properties to the south of the site are zoned General Industrial 1 with a height limit of 85 ft (IG1/85). Properties to the east of the site are zoned Lowrise 2 (L-2). The buildings proposed for demolition are located on the south-eastern portion of the block fronting on Corson Avenue S, with East Marginal Way South abutting the site to the west.

### **Proposal**

The proposal is to demolish a vehicle repair building and two accessory buildings containing a total of approximately 29,000 square feet of gross floor area.

### **Public Comment**

No public comment letters were received during the public comment period which ended February 9, 2005.

## **ANALYSIS - SEPA**

The initial disclosure of the potential impacts from this project was made in the environmental checklist submitted by the applicant's agent, dated October 28, 2004. The Washington State Department of Transportation (WSDOT) has acted as lead agency and issued its SEPA threshold determination on November 8, 2004. The information in the checklist and the experience of the Department of Planning and Development with review of similar projects form the basis for this analysis and decision. The potential environmental impacts identified in the environmental checklist are discussed below where mitigation under Seattle's SEPA Ordinance is warranted.

### **Short - Term Impacts**

The following temporary or demolition-related impacts are expected: temporary soil erosion; decreased air quality due to increased dust and other suspended air particulates, such as asbestos, during demolition; increased noise and vibration from demolition operations and equipment; increased traffic and parking demand from demolition personnel; tracking of mud onto adjacent streets by demolition vehicles; and vehicle/pedestrian conflicts adjacent to the site. These impacts are not considered significant because they are temporary and/or minor in scope.

City codes and/or ordinances apply to the proposal and will provide adequate mitigation for some of the identified impacts. Specifically these are: 1) Grading and Drainage Control Ordinance (storm water runoff, temporary soil erosion, and site excavation); and 2) Street Use Ordinance (tracking of mud onto public streets, and obstruction of right-of-way during demolition).

### Air Quality

Demolition will create dust, leading to an increase in the level of suspended particulates in the air, which could be carried by winds out of the construction area. The Street Use Ordinance (SMC 15.22) requires watering the site, as necessary, to reduce dust. In addition, the Puget Sound Clean Air Agency (PSCAA regulation 9.15) requires that reasonable precautions be taken to avoid dust emissions. In addition to spraying water or chemical suppressants, this may require activities, which produce air-borne materials or other pollutant elements to be contained within a temporary enclosure. Demolition could require the use of heavy trucks and smaller equipment such as generators and compressors. These engines would emit air pollutants that would contribute slightly to the degradation of local air quality. Since the demolition activity would be of short duration, the associated impact is anticipated to be minor, and does not warrant mitigation under SEPA.

PSCAA, Department of Labor and Industry, and EPA regulations provide for the safe removal and disposal of asbestos. Documents have been provided verifying that PSCAA has been notified of the proposed building demolition and that asbestos has been removed from the site.

### Noise

Some short-term noise from demolition of building and the equipment during business hours is anticipated. Construction noise could result in periodic increases in speech interference and annoyance in the nearest buildings and outdoors at street level during demolition. Compliance with the Noise Ordinance (SMC 25.08) will be adequate to achieve sufficient mitigation.

The other impacts not noted here as mitigated by codes or conditions (e.g., increased traffic and parking demand from demolition personnel) are not sufficiently adverse to warrant further mitigation by conditioning.

### Long - Term Impacts

Potential long-term impacts are not significant in scope and/or are adequately mitigated by existing codes and regulations. Therefore, additional mitigation under SEPA is not necessary.

### **SEPA CONDITIONS**

None.

Signature: \_\_\_\_\_ (signature on file) Date: March 3, 2005  
Naomi Henry, Land Use Planner

Department of Planning and Development

NH:bg

Henry/2409024 WSDOT SEPA